



Bike plan for Pike
Herb Winkler to: rockvillepikeplan

01/03/2011 10:28 PM

History: This message has been replied to.

The Rockville Bicycle Advisory Committee wants to promote safe cycling. The issue is that many of our roads aren't safe enough to ride on. The Millenium Trail is nice for recreation, but many destinations aren't on there, so people resort to using their cars to traverse the Pike. Stores naturally want to be on high traffic areas, but that doesn't make for a safe bike trip. Let's develop a parallel path a block west of the Pike that links Town Center with the existing path behind Richard Montgomery HS, and continues south through Woodmont's front lawn and links to the Bethesda Trolley Trail. The old Indian trail that once was is now choked with traffic, which will only increase unless we take action. The present plan is to route bikes to the east of 355 on Lewis Avenue, but that requires our cyclists to cross the pike at very busy intersections.

These obstacle were previously tackled with fiscally and environmentally costly overpasses on 270 and 586 (Veirs Mill). Let's instead keep people on ground level, and west of the pike, and continue up through the college and into King Farm. Then Gaithersburg can do the same, and we can finally get out of our cars and still get to where we need to go. This will finally be a nice gift to our descendants, as opposed to the debt and carbon we've been known to accumulate. This is our town, and we have to make it livable. The earlier Pike visioning process put bikes and buses in the same lane, but that can be hazardous. I propose a dedicated bike path like the Mount Vernon Trail. The sooner we get started, the easier it will be.

Herb Winkler



Shady Grove area?
Alan Kaplan M.D. to: rockvillepikeplan

01/05/2011 01:14 PM

Hi

What plans do you have for the Pike in the area of the Shady Grove metro and King Farm Blvd - esp as it relates to the CCT

Alan S. Kaplan M.D.
701 King Farm Blvd #328
Rockville, MD 20850

RVPC Plan Interest Group
webmaster
to:
rockvillepikeplan
01/05/2011 02:36 PM
[Show Details](#)

Name	Joseph C. McClane
Address	216 Halpine Walk Court Rockville, MD 20851
Phone	301-770-1926
Comments	I think the draft plan represents forward thinking and conforms to modern ideas about urban land use.
E-mail Address	josephmcclane@yahoo.com
Resident or Business	Resident

Feedback on Rockville Pike Draft

to:
rockvillepikeplan
01/08/2011 12:29 PM
Show Details

Hi,

I am a resident in the Maryvale neighborhood, and I think the City would benefit from having more commercial development upon entering the East Rockville area, near Park Rd and N Stonestreet Avenue. The corner is unsightly, and I would love to see a Starbucks or a coffee shop there.

The Town Square is great, but it's disconnected from the neighborhoods to the east of the metro.

Also, I used to live in Northern Virginia and noticed right away how slowly traffic moves on Rockville Pike in comparison to other large arteries. Can left turns be "yield on green" so that every light is not so long? Also, timing the lights along the pike would be great.

Thanks so much for seeking residents' input.



Fw: Budget Priorities and Rockville Pike
Louise Atkins to: David Levy, rockvillepikeplan

01/10/2011 06:35 PM

Louise Atkins
 Council Support Specialist
 City Manager's Office
 111 Maryland Avenue
 Rockville, MD 20850
 Phone: 240-314-8106
 E-mail: latkins@rockvillemd.gov
 www.rockvillemd.gov

— Forwarded by Louise Atkins/RKV on 01/10/2011 06:38 PM —

From: Louise Atkins/RKV
 To: "McClane, Joseph C." <jmcclane@gpo.gov>
 Cc: 'HOA' <community@yahoo.com>, "mayorandcouncil@rockvillemd.gov"
 <mayorandcouncil@rockvillemd.gov>
 Date: 01/10/2011 06:33 PM
 Subject: Re: Budget Priorities and Rockville Pike

Dear Mr. McClane:

Thank you for contacting the City of Rockville regarding Rockville's Pike and budget priorities. I am responding on behalf of the Mayor and Council, each of whom have received a copy of your email.

Thank you so much for sharing your thoughts regarding the Rockville Pike plan and budget priorities with the Mayor and Council. I am forwarding your comments on Rockville's Pike to the Planning Commission of that they can be included as part of the public record for Rockville Pike: Envision a Great Place.

I am forwarding your comments on budget priorities to the City Clerk's office so that they can be included as part of the public record for the FY 2012 budget process. We appreciate hearing residents' priorities and suggestions, particularly in this difficult fiscal environment.

Thank you for taking the time to share your thoughts and concerns with the City of Rockville. The Mayor and Council very much appreciate the input they receive.

Sincerely,

Louise Atkins
 Council Support Specialist
 City Manager's Office
 111 Maryland Avenue
 Rockville, MD 20850
 Phone: 240-314-8106
 E-mail: latkins@rockvillemd.gov
 www.rockvillemd.gov

"McClane, Joseph C."	Mayor and Council: I have had an opportunit...	01/10/2011 03:37:56 PM
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From: "McClane, Joseph C." <jmcclane@gpo.gov>
 To: "mayorandcouncil@rockvillemd.gov" <mayorandcouncil@rockvillemd.gov>
 Cc: 'HOA' <community@yahoo.com>
 Date: 01/10/2011 03:37 PM
 Subject: Budget Priorities and Rockville Pike

Mayor and Council:

I have had an opportunity to review the posted Rockville Pike plan and I have urged my community to do the same as many of my neighbors attended the earlier community planning sessions. I look forward to attending Tuesday night's event to learn more of this initiative. I strongly believe that the City should be focused on initiatives like the Rockville Pike Plan to prepare for the future. In these difficult economic times, the City should spend its valuable resources on inherently "governmental" and infrastructure priorities such as the Rockville Pike plan. I think the City's decision to employ outside planning professionals who compose such plans for a living is a good example of availing ourselves of the best expertise in the field. Too often, the City's inability to make swift decisions means that the City's planning process is overtaken by events to the citizen's detriment. By the time our town center was finally completed, the economy was already heading south. The City needs to be more proactive and less reactive.

What my community is not happy about is the waste of City funds spent on money losing recreational activities. Our Homeowners association has to pay a storm water management fee and a common ownership community fee while our tax money is wasted heavily subsidizing a failed golf course at the expense of basic City services; this is bad governance. You have repeatedly failed to come up with a strategy for a solution to this problem, constantly putting off an admittedly hard decision. Why don't you prioritize spending? I am sure that in any list of priorities that public safety, infrastructure and economic development would all top a million dollars for golf games. I would like to see the mayor and council make decisions that demonstrate leadership in the best interest of the City's future. The continual frittering away of funds is harmful and not defensible.

Joseph C. McClane
President
Cambridge Walk II HOA



Comments on Pike Plan
johnrmckeej to: rockvillepikeplan

01/16/2011 04:30 PM

From John McKee
3 Clemson Court
Rockville, MD 20850

301-762-7282

The plan clearly indicates that this plan envisions increasing traffic and density on Rockville Pike.

Both are already problems. Chapter 3 Key Findings, Subparagraph 4 Transportation, paragraph 4 says that Rockville Pike is near its vehicle moving capacity at peak times. It also says that traffic signals are timed to favor Rockville Pike and to keep its traffic flowing. That's not really true as streets such as Woodmont are demand lights UNSYNCHRONIZED with that flow.

To make the statement true, the demand lights need to be synchronized, and that is ignored.

Chapter 3, Subparagraph E Critical Lane Volume Analysis tells us that the City's traffic standards and existing and projected traffic volume will not allow the development envisioned.

Chapter 3, Subparagraph C Land Use, paragraph 6 talks about the low density of current use 0.35 Floor to Area Ratio, hinting that the plan will be to increase this, and thus INCREASE TRAFFIC.

Chapter 7 Implementation, Subparagraph B-4 reveals the need to acquire right-of-way to add the separate lanes. This means money which is currently in short supply. Subparagraph D-2 indicates a need to create a position of Town Architect, another annual expense increase.

Woodmont Country club, according to the Gazette, recently discussed developing their property along the Pike.

The end result of waiving Rockville traffic standards, spending money for right-of-way and staff, and massive reconstruction to a boulevard will be a dense street like K-street (the plan example) and profits flowing to the pockets of developers from the taxpayers.

ARTHUR H. HAMLIN
19800 SANDPOINTE BAY # 712
TEQUESTA, FL 33469

Mayra Bayonet
Project Manager
Rockville Pike Plan
mbaynet@rockvillemd.gov

Jan. 19, 2011

Rockville's Pike Plan
Enhanced Pleasant Walking – South Pike

Dear Mayra,

Per our phone conversation, I am commenting about enhancements for pleasant pedestrian walking to and from the Twinbrook Metro Station. Covered walking for the general Metro area will provide enhanced pleasant walking for all pedestrians in the area.

This suggestion would provide continuous covered walking from the Metro Station to:

From the West Side of the Metro Station

From the Station to the East side of Chapman Ave. and then to either Halpine or Twinbrook. Then by a covered crosswalk to the North side of Bouic to the East side of the Pike and then to either Halpine or Thompson. A bridge will connect the North intersection of Bouic & the Pike with West side of the Pike and then to either Halpine or Twinbrook.

From the East side of the Metro Station

From the Station to the intersections of Parklawn & Twinbrook, Fisher & Twinbrook, and Lewis & Halpine along with Alaire apartments.

Please see the sketch showing covered walkways, covered cross walks, and one bridge across the Pike. I am not sure of the street configuration planned for the East side of the Metro Station and did not cover it in the sketch. Covered walkways could be constructed in several ways: either as roofs extending from the buildings, indentations of sidewalks

into the buildings at street level, or stand alone covered structures. Covered crosswalks would have a roof above the crossing high enough to allow trucks etc. This could be similar in the height to the first floor of buildings (15') and wide enough to reasonably protect pedestrians from inclement weather. The covered bridge would siphon off considerable pedestrians from the intersection of the Pike and Halpine even on good days as there would be no wait when crossing the bridge as there now can be for the lights at the intersection.

The estimate by Metro at Twinbrook Station was for over 12,000 trips per day by 2007 (likely more now). If considering that about half may be going in each direction, this traffic load would have a very substantial number of pedestrians crossing at Halpine and the Pike at rush hours when the vehicle traffic is also very high.

On another subject, I did not understand: why there is in The Pike Plan (but not in the current zoning) a 25' set back on the rear lot line of 1800 Chapman Ave. along with the other two properties 1818 & 1830 in the block. The last plans I saw had an alley between the garage that will be built over the catch basin and the west line of the Metro's property. Therefore, why would there be a requirement for a 25' set back on the west side of the rear lot lines of these properties?

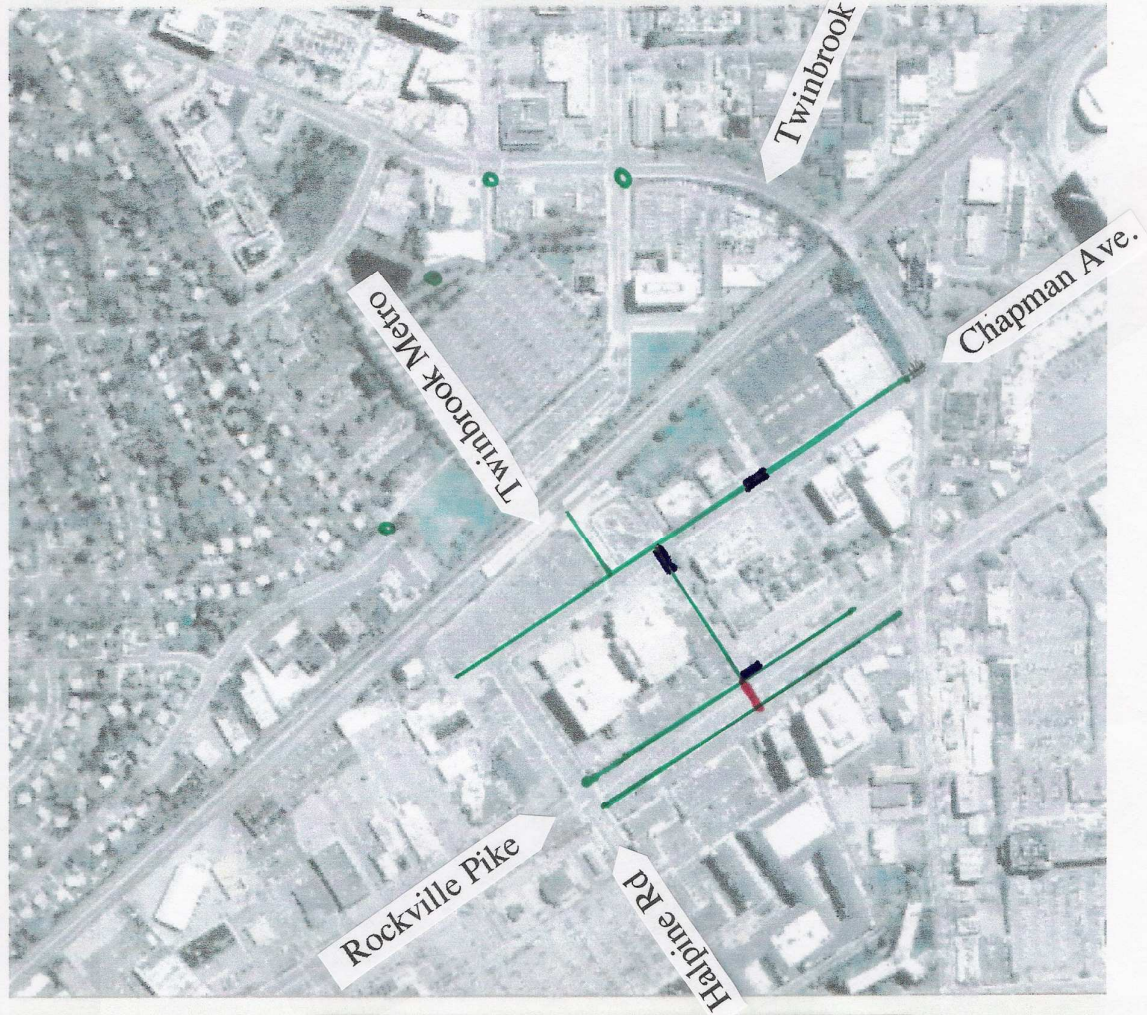
Mayra, thanks for the time you have spent and the help you given us. We both appreciate the nice reception we get when visiting you which is also always very professional.

Sincerely,

Arthur H. Hamlin

Cc: David Levy, Chief Long Rang Planning
davidlevy@rockvillemd.gov

ENHANCED PLEASANT WALKING FOR THE TWINBROOK STATION AREA



WEST SIDE
METRO

Covered
Walkways

Covered
Crosswalks

Covered
Bridge

EAST SIDE
METRO

Ends of
Covered
Walkways

my simple advice
Fabian Cantio
to:
rockvillepikeplan
01/26/2011 11:54 AM
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History: This message has been replied to.
Hello, planners, politicians.

Make parking free; it's a simple way of making shopping
easy and pleasant thereby
helping our community everyday. Only then
will businesses come and be able to thrive.

synchronize traffic lights so Major arteries/roads flow
freely at the posted speed limit, saving the majority of
people time to shop or whatever...
Dont stop a major thorough fare because
a few cars want to leave a country club--let these cars
wait; they will get their chance to drive freely once they get
on the major ave/blvd/road.
Thank you for your work.
Manager of investment firm.
F a b i a n

Rockville Suggestions
John Park
to:
rockvillepikeplan
02/02/2011 04:13 PM
Show Details

Greetings,

i'm a Rockville resident for some now - living off a Old Georgetown Road - one suggestion i would like to provide is to help make Rockville more pedestrian friendly. I have multiple places i "could" walk to but due to un safe traffic lights it is way to dangerous to even attempt to cross Rockville pike on a regular basis. Also being close to the metro, possibly opening up a 2nd entrance on the Old Georgetown Road entrance would assist greatly.

I would love to walk around much more but the city is really 'not' pedestrian friendly - i know there are cities across the world that have underground walk-ways - not sure if this is already in discussion or ruled out but wanted to provide some suggestions to help ease the pedestrians and get more cars 'off' the pike. :)

thanks for taking the time to read this!!
-john

While you're at it....

S KULLGREN

to:

rockvillepikeplan

02/07/2011 11:35 AM

Please respond to mozart1999

Show Details

I am 82 years old, and may not be around by the time this new vision comes to fruition, but many other seniors will be, so I felt I must put in this plea for them, if not myself. I live at Bethany House, and do almost all of my shopping within walking distance (I walk with an Invacare Rollator). Most of the things I want (other than groceries, which are accommodated by the senior bus at Giant) are on my side of the Pike, but not all. I now have to wait for an occasional available ride to reach the latter, because we are given only about 27 seconds to cross Rockville Pike. One errant driver or one stumble and we senior pedestrians can be in trouble!

I am now looking at your beautiful proposed revision, which will extend to Rollins Ave., and see that seniors will be dealing with the current Pike as well as two service lanes. Since this all ends at Rollins, I'm assuming there will be additional pedestrian complications at the Rollins/Pike intersection where it merges.

For 15 years I have fought a losing battle with the state to get a left-turn signal at the corner of Halpine turning north into the Pike (dangerous straight-through traffic from the right turn lane at the other side of Halpine). Added to my complaint is the too-quick signal for pedestrians to cross the Pike at any light. Can you please correct these pedestrian traffic deficiencies in the new plans?

Suzanne Kullgren

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EarthLink Revolves Around You.